

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH RESERVE IMPORTERS.
8, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BRUS.
Tailors.

No. 13,615

號三十月一十年六零百九千一英

HONGKONG, FRIDAY, NOVEMBER 23, 1906.

日八初月十年午丙

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Conde de Torres Cabrera ... \$12.00.
DINNER SHERREY:
Conde de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MAGEWEN, FRICKEL & CO.,
1816 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—

8, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, July 10, 1906.

HONGKONG ELECTRIC TRAMWAYS.

FOR the convenience of early morning passengers to the RACE COURSE two SPECIAL CARS will be run from Post Office to Race Course at 6 a.m. and 6.15 a.m. commencing SATURDAY the 24th inst. and until further notice (Daily, Sundays excepted).
The Cars will return from the Race Course at 7.45 a.m. and 8 a.m. respectively. The fare each way is ten cents and cash tickets, eleven for one Dollar may be obtained on application.
Hongkong, November 22, 1906 2249

NOTIFICATION.

TENDERS will be received at the Office of the Undersecretary until 12 o'clock on SATURDAY, February 10th, 1907, for the construction of a REINFORCED CONCRETE WHARF 1170 feet in length, containing approximately one hundred and fifty thousand cubic feet of reinforced concrete, and one hundred and eighty thousand cubic feet of superstructure; four reinforced concrete 4 storey Godowns each 300 feet by 100 feet, a TRANSIT SHED, and other works. Plans, specifications and other information for those desiring to tender will be ready on December 10th, 1906.
DAVIS & THOMAS,
Civil Engineers and Architects,
10, THE BUND, SHANGHAI.
Hongkong, November 22, 1906. 2249

A. S. WATSON & CO. LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1906, of Forty Cents per Share, will be payable at the Hongkong and Shanghai Bank, Shanghai, on and after Wednesday, 28th November, 1906, on Warrants to be obtained at the Company's Office.
The Dividend will also be payable at the Hongkong & Shanghai Bank, Hongkong, on and after the same date.
The RECEIPT of SHARES will be CLOSED from MONDAY, the 26th inst. until FRIDAY, the 31st inst., both days inclusive, during which period no Transfer of Shares will be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, November 22, 1906. 2267

NOTICE TO MARINERS.

No. 275 (Special).

CHINA SEA
SHANGHAI DISTRICT.
SOUTH CHANNEL—APPROACH
TO THE YANGTZE.

CHANGES IN THE POSITION OF THE
TUNGSHA AND KUTONG LIGHT-VESSLS.

REFERRING to Notice to Mariners No. 271 (Special), NOTICE is hereby given that the "TUNGSHA" and "KUTONG" Light-veasels have been shifted as follows:
The "Tungsha" is now moored in 17' ft. at Low Water of Spring Tides, 0.6 of a mile S. 42-1/2° W. from her former position.
The "Kutong" is now moored in 27' ft. at Low Water of Spring Tides, 0.4 of a mile N. 32° E. from her former position.

CAUTION.

Vessels must now pass to the Southward of both above-named Light-veasels. All Bearings given are Magnetic.
T. J. ELDRIDGE,
Adm. Coast Inspector.
Shanghai, November 22, 1906. 2244

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,358 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lousius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONGKONG, 2,883 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excursions leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 8 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALAM, 538 tons, Captain J. Wilks.
s.s. WANNING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are INVITED to SUBSCRIBE to the ST. ANDREW'S BALL to be held in the CITY HALL, at 9 p.m., on FRIDAY, 30th inst.
For particulars please apply to
W. ARMSTRONG,
Hon. Secretary,
(c/o BUTTERFIELD & SWIRE).
Hongkong, November 22, 1906. 2248

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

MEMBERS of the above Association are requested to note that the NEXT DANCE of the Season takes place on MONDAY, 3rd December, in the CITY HALL, at 9 p.m. Invitations should be obtained as early as possible, on or before the evening of the 2nd December.
For the Convenience of the Kowloon Members a late Ferry will run at 1 a.m.
J. J. BLAKE,
Hon. Secretary.
Hongkong, November 20, 1906. 2230

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE.

DURING my temporary absence from the Colony Mr. JOHN ARNOLD will act as SECRETARY to the Company. By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.
Hongkong, November 21, 1906. 2257

NOTICE.

MR. YAKOUICHI, JAPANESE ARTIST from Yokohama, can execute any WATER-COLOUR PAINTINGS, including Scenes, Land or Seascapes, Buildings, Portraits, etc., etc.
Done on Silk, or not/as desired.
Apply to Mr. YAKOUICHI, c/o FUJIMURA & Co., Jap. Curio Shop, 9, D'Aguiar Street.
Hongkong, November 12, 1906. 2185

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905, £17,837,119.
—Authorized Capital £3,000,000
Subscribed Capital £2,760,000
Paid-up Capital £2,837,500 0 0
II—Fire Funds £3,336,720 19 6
III—Life & Annuity Funds £12,795,898 8 6
Revenue Fire Branch— £17,837,119 8 1
Life & Annuity— £2,081,044 19 8
Branches— £1,718,808 19 10
£23,744,853 19 5
The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.
SHEWAN, TOMES & CO.,
Agents.



SALE OF H. M. S. PHOENIX.

TENDERS for the SALE of the above Vessel as she lies at the standing at Kowloon COLONY DOCK will be received by the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, up till Noon, the 30th November. The purchaser will be required to remove and break up the vessel within a reasonable time and will be called upon to deliver to the Naval Yard the Ship's Banners and Anchors.
Intending purchasers can inspect the vessel on and after the 17th inst., on application during Yard working hours.
The highest tender will not necessarily be accepted.
The particulars of the Ship are as follows:
Steel Twin Screw Coppered Sloop of 185 feet length, 32' 6" beam, Displacement 1050 tons, fitted with Vertical Triple Expansion Engines.
Further information and particulars as to sale to be obtained on application to the Naval Store Officer, H. M. Naval Yard, Hongkong.
Hongkong, November 22, 1906. 2242

FOR SALE OR HIRE.

JUST ARRIVED a large Consignment of ENGLISH MADE BICYCLES, &c. Monthly payment system can be arranged.
THE EASTERN CYCLE CO.,
No. 3, ARSENAL STREET.
Hongkong, November 13, 1906. 2193

TUITION.

MR. L. A. DE GRACA has discovered a New Method which enables him to teach the Mandarins or Baxiao in six months. Also gives Lessons on Violin and Guitar. Terms moderate. Address 63, ELGIN STREET.
Hongkong, October 29, 1906. 2094

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS APPLY TO THE MANAGER.

OHBE WING & CO.

28 & 30, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
STEEL GIDDERS and THES
CUT, SUGAR, IRON, FIG IRON, &c.
Suitable for
"SALT" KITCHENS and HOUSE BUILDINGS.
1533

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE DAGGER PACKING MARINE FOR PACKING ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE—8, DES VUEX ROAD.

LANE, CRAWFORD & CO.

NOW SHOWING IN THE
LADIES' DEPARTMENT.

TWEED COSTUMES, EVENING ROBES, SILK and MOIRETTE UNDERSKIRTS.
SILK BLOUSES
NEW MODELS IN
TRIMMED MILLINERY.
GOLF CAPS AND JERSEYS.
LANE, CRAWFORD & CO.
Hongkong, October 22, 1906. 2040

JUST ARRIVED. FOR SALE.

BEAUTIFUL XMAS GIFT ALBUMS
CONTAINING 50 DIFFERENT VIEWS OF THE TYPHOON OF 18th SEPTEMBER.
PRICE \$8.00 each only.
Apply to M. MUMEYA,
No. 3a, Queen's Road Central.
Hongkong, November 19, 1906. 2256

MUSICAL DINNER

BELLE VIEW HOTEL (LATE METROPOLE HOTEL).

THE CALCUTTA STRING BAND gives selections Every SUNDAY during the Evening. PRIVATE DINING ROOM, USUAL PRICES.
A pleasant drive, along the Sea Front, either by Tram or Ricksha.
TEA and CAKES served on the Lawns facing the sea. Intending Diners will greatly oblige by communicating with
THE MANAGER,
BELLE VIEW HOTEL.
LEGERDEMAIN ENTERTAINMENT.
By the Famous Tin Yung Kui Troupe, given on SATURDAY, 24th inst., at 5.30 p.m.
Admission... \$1.00 and 50 cents.
Hongkong, November 16, 1906. 2206

10 PER CENT DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our PATRONS and the PUBLIC GENERALLY, that until further notice,
Our Prices for Wines and Spirits will be reduced 10 per cent,
AS FROM THE 1st NOVEMBER.

H. PRICE & CO.,

WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.
Hongkong, November 15, 1906. 2189

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING
PORCELAIN FILLINGS,
HOTEL MANSIONS,
PEDDER STREET.
Hongkong, June 1, 1906. 1149

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG
A. B. C. Code, 4th Edition.
Liebig's Standard Code.
TELEPHONE, 232.

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED
GILLETTE SAFETY
RAZORS, MANDARIN
RAZORS
WITH EXTRA BLADES.
NEW PERFUMERY,
&c. &c. &c.

YEE SHING.

ESTABLISHED 1868.

SAIL AND FLAG
MAKER.

No. 152, 2nd Floor,
DES VUEX ROAD CENTRAL,
HONGKONG.
Hongkong, November 7, 1906. 2167

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2355

BALL SEASON, 1906.

FAIRALL & CO

ARE SHOWING
ALL NEWEST NOVELTIES
FOR
BOTH DAY AND EVENING WEAR.
7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY.

WE HAVE JUST RECEIVED A NEW SHIPMENT OF
CONFECTIONERY.

Chocolate Almonds and Creams, Chocolate Biscuits,
Mexican and Milk Chocolate.

PASCALL'S BUTTER SCOTCH AND TOFFEE.
RICHMOND MIXTURE. BURNED ALMONDS.
Sugared Almonds. Mixed Fruit Pastilles.

A LARGE ASSORTMENT OF
CADBURY'S CHOCOLATES IN FANCY BOXES.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 443

NEW CHRISTMAS MOUNTS.

A Splendid Collection to choose from. Your photo mounted on one of our New Mounts will make the best XMAS CARD FOR THOSE AT HOME.

MEH CHEUNG, PHOTOGRAPHER,
Ice House Street 1118

Hongkong, November 6, 1906.

GIVING UP BUSINESS.

NO REASONABLE OFFER REFUSED.

GOODS SIMPLY GIVEN AWAY.

GENUINE FINISHING UP OF

LONDON HOUSE.

LAST 3 WEEKS OF SALE.
Hongkong, November 1, 1906. 2123



V. O. S.

and

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,
1A QUEEN'S ROAD CENTRAL.

THE ORIGINAL

BOTTLED BY THE
CLIFFORD-WILKINSONTansan Mineral Water
Co., Ltd.,
KobeTHE FAVOURITE MINERAL
WATER.

Per Case of 48 Pints	\$8.50
Per Dozen Pints	\$1.70
Per Case of 144 Splits	\$8.50
Per Dozen Splits	\$1.15

GINGER ALE

Experts Testify That

TANSAN

GINGER ALE
IN THE WORLD.

Per Case 48 Pints	\$7.75
Per Dozen Pints	1.85
Per Case 60 Splits	5.25
Per Dozen Splits	1.80

SAMPLES ON APPLICATION

5% DISCOUNT ALLOWED
UNTIL FURTHER NOTICE.SOLE AGENTS:
H. PRICE & CO.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD CENTRAL.

POWELL'S

GENT'S DEPARTMENT
28, QUEEN'S ROAD.

SMART

BOWLER
HATS

\$4.50, \$7.00, \$8.50.

MADE BY

G L Y N,
OLD BOND STREET.

POWELL'S

'Opposite the Clock
Tower.'

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AYER, 11 & 13, General's
Lane, Lombard Street, E.C. 4.
Son & Platt, 85 Gracechurch St.,
E.C. 3.
R. G. BATES, HINDY & Co., 81,
Queen Street, E.C. 4.
W. G. WILKS, Ltd., 151,
Queen Street, E.C. 4.
R. G. WILKS, Ltd., 151,
Queen Street, E.C. 4.
D. J. KEYSER & Co., 1, Whitefriars
St., E.C. 4.
MAYNARD & Co., 22, Glasshouse St.,
Regent St., W.

PARIS AND EUROPE.—MAYNARD
FAVRE & Co., 18 Rue de la Grange
Bateliere, Paris. The Rev. Dr. HART,
D.D., 12 Rue Vivienne, Paris.

NEW YORK.—THE CHINESE EMERALD
Office, 62, West 22nd Street.

SAN FRANCISCO and American Ports
generally.—BEAL & BRACE, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOSNOLD, Mel-
bourne and Sydney.

CEYLON.—W. M. SMITH & Co., The
Archdeacon Co., Colombo.

SAVOY,

LIMITED.

White.

Kid.

Gloves.

\$1.25

Per Pair.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,
HONGKONG.THE
'OVERLAND'
CHINA MAIL.

ALL THE NEWS OF THE WEEK.

TELEGRAMS,
LOCAL NEWS,
etc., etc.THE
BEST PAPER
FOR POSTING TO FRIENDS
AT HOME.

XMAS GIFTS.

JUST received a Large and Fine Assort-
ment of
JAPANESE XMAS AND NEW YEAR
CARDS, AND CALENDARS, &c.
Most Suitable for Posting to Europe.
Prices Very Moderate.
Inspection Solicited.

I. NAKAZAWA.

7, D'AGUILAR STREET.
Hongkong, October 24, 1906. 2052

THE WELDON HOUSE,

LIMITED.

ARE SHOWING
LADIES' JAPANESE EMBROIDER-
ED MORNING GOWNS AND
JACKETS, HATS (Paris Model) of the
latest Fashion, also XMAS GOODS,
including TOM SMITH'S CRACKERS,
TOYS, &c., &c.

Every Convenience in the
DRESSMAKING DEPARTMENT.
HATS remodelled and made to Order.
INSPECTION CORDIALLY INVITED.

10, D'AGUILAR STREET,
HONGKONG.

Hongkong, November 21, 1906. 2061

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL
(Under Connaught House).

FIRST-CLASS

Ladies' & Gentlemen's
Hairdressing Saloons.ELECTRIC
FACE & SCALP
MASSAGES.

EUROPEAN ATTENDANTS.

J. O. SPIESS KOLB,
Proprietor.

Hongkong, October 17, 1906. 451

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

CONFECTIONERY

WE HAVE JUST UNPACKED

OUR NEW SEASON'S
CONFECTIONERY.

IMPORTED FROM THE

LEADING LONDON &

PARIS HOUSES

INCLUDING:

CHOCOLATINES,
CHOCOLATES.CARAMELS, PRALINES,
FONDANTS.FRUIT JELLIES, NOUGAT,
TURKISH DELIGHT.PASCALL'S TOFFEE AND
MIXED SWEETS.CADBURY'S
SUGARED ALMONDS,
BURNED ALMONDS.WALNUTS,
MILK CHOCOLATE.

NUTTONA, &c.

Packed in the daintiest Boxes

or in the simplest to suit

the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA.

BUILDINGS.

Hongkong, November 21, 1906.

DEATH.

BANKER.—On the 23rd November, at
31 Seymour Road, H. H. BANKER, aged
80 years, the wife of the late William
Banker, of Newchwang, Shanghai
papers please copy.

MEMOS. FOR TO-MORROW.

2.30 p.m.—Auction of Household Furni-
ture, &c., at Mr Geo. P. Lammer's
Sale Rooms.

2.30 p.m.—Auction of Japanese Curio-
sities, &c., at Messrs Hughes & Hough's
Sale Rooms.

5.30 p.m.—Legerdemain Entertainment
in Belle View Hotel.

Goods per *Benlomid* undelivered after
this date subject to rent.

General Memoranda.

MONDAY, November 26:—
11 a.m.—Auction of 19 Bales T Cloth,
&c., at the Hongkong and Kowloon
Wharf and Godown Co., Ltd., Godown
No. 51, Kowloon.

Noon.—Auction of Leasehold Property
at Mr Geo. P. Lammer's Sale
Rooms.

TUESDAY, November 27:—
2.45 p.m.—Auction of Household Furni-
ture, &c., at No. 1, Granville Avenue
Kowloon.

Goods per *Trans Ferdinand* undelivered
after this date subject to rent.

Goods per *Glenroy* not cleared on this
date subject to rent.

Goods per *Prins Sigismund* undelivered
after this date subject to rent.

Goods per *Prins Regent* undelivered after
this date subject to rent.

WEDNESDAY, November 28:—
9 p.m.—Meeting of Eothen Mark Lodge.

FRIDAY, November 30:—
2.30 p.m.—Auction of Household Furni-
ture, &c., at Messrs Hughes & Hough's
Sale Rooms.

9 p.m.—St Andrew's Ball at City Hall.
Goods per *Andalucia* undelivered after
this date subject to rent.

MONDAY, December 3:—
9 p.m.—Dance at City Hall.

TUESDAY, December 4:—
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at Magistracy.

The China Mail

HONGKONG, FRIDAY, NOVEMBER 23, 1906.

KIDNAPPING.

The worst form of child-labour is
slavery. This form of servitude is
being perpetuated. It has often been
boasted that where the British
flag floats in the breeze there can be
no slavery. In Hongkong, however,
children are possessed as domestic
chattels. Only now and again does the
harsher side of this life emerge into
public notice either in the Police Court
or as an inquest into the cause of a
death. The community as a whole
makes itself snugly comfortable with
the thought that the business side of
domestic slavery is transacted outside
the Colony or so as to provide homes
for orphans. While there is con-
siderable truth in this it is by no means
the whole truth. There would be little
difficulty in detecting cases of sales by
parents of superstitious offspring. But
there is a far worse phase than this.
The Harbour boarding officers and
others must be greatly impressed by
the large families possessed by Chinese
who come up from Hanoi, Haiphong,
Pakhoi and Hainan. They seem to have
a prodigious fecundity—in fact, almost
illimitable. Perhaps a wee suspicion
might creep in to the official mind, if
it happened to notice that the proud
parents, who come into the harbour
from month to month, are identical
persons that are constantly making the
trip. Probably the suspicion would
at once attain large dimensions if he
saw certain sorrow-bereft parents in the
named places searching for children,
suddenly spirited away. Sometimes
they make their way on board and
rush around, but they are not per-
mitted to enter the commodore's
sanctum. What a sight an entrance
would reveal! Children are there pack-
ed like herrings and kept quiet until the
danger is passed. These kidnapped
children are carried in ships flying
European flags and are regularly smug-
gled into Hongkong for transport and
sale. Now and again the Police take
action but are discouraged by a dismis-
sal of the case. The victims tell one
tale at the first hearing, but an
altogether different one at the adjourn-
ment hearing. To what process of
intimidation they are submitted in the
meantime it is not difficult to optu-
sue. About somewhat parallel circumstances
the recent Shanghai troubles arose.

The interests of the cruel, ruthless
kidnappers are bound up with the
possession of the victims between the
first hearing by the Magistrate and the
second. If the Police, in their admir-
able efforts to prevent, our beautiful
harbour being used to promote this
infamous traffic, could be allowed to
place the criminally-made orphans
beyond the reach of the kidnappers and
slave-dealers then much more satisfac-
tory results would be obtained. It is
high time this social horror should be
made unprofitable so far as British
Hongkong is concerned, and the
avaricious thieves and their abettors
received the due reward of their crime
or complicity in this nefarious traffic.

Quite recently we published a cable-
gram announcing that the firm of
Kynocks, Limited, London, had intro-
duced the metric system into their
business. In referring to the matter
Mr Arthur Chamberlain, the Managing
Director of the firm, announced that
they had decided to be the first great
English firm to adopt the metric sys-
tem, and it had been decided to
inaugurate the change at the beginning
of the new year. If some of our stay-
at-home manufacturers would only
realise the simplicity of the metric
system, they would be just as anxious
to adopt it as the Decimal Association,
which has made so many efforts to have
a Metric Bill introduced into Parlia-
ment. There is the probability of
another Metric Bill being shortly put
forward. The secretary of the Decimal
Association states that in the present
Parliament the majority of the mem-
bers would be in favour of its
adoption.

It is well-known that many of the
Buddhist temples in Canton have been
in times past richly endowed by the
faithful, who apparently had more
priests than the average Chinese has
to-day. Since the introduction of the
new learning, however, as funds must
be secured for the carrying on of the
work, many of these temples have
been ordered by the authorities to
disgorge some of their gains in order
to assist in what must tend to their
own destruction. There is a temple at
Sheng Mun Tai, one of the largest
and most attractive streets in Canton
which has among other sources of in-
come two gambling dens. We, of
course, cannot well understand how
morals can be harmonized in this way
so that a temple can have under its
jurisdiction such places. But then
there are strange things in China
amongst the gods as well as amongst
men. These gambling dens are very
productive, and the temple had many
thousands of dollars at its credit. The
priests therefore considered what should
be done so as to prevent this money
from falling into the hands of the
officials. They therefore determined to
repair to the temple and add some new
idols to those which were already in
existence. This has been done, and a
right good time all parties had on the
occasion of the "dedication" of these
new gods. The whole street was hung
with festoons and lamps such as the
eager eyes of the Cantonese love to
look at, and so most of the accumulated
funds were spent in this way. It came
to pass, however, that in the midst of
these local festivities the new Viceroy
rode along the street on horseback, and
was reported a day or so ago, and so low
were some of the decorations hung, that
he was not able to ride erect, but was
compelled to bend over upon the horse's
neck. It has not yet transpired whether
the priests have heard the end of the
matter or not, but for the nonce they
have managed to circumvent the officials
and, though they have spent the money,
they have managed to make their temple
more attractive, and thereby they will
no doubt add further to their sources
of income.

Jugglers at Belle View.

To-morrow afternoon the public will
have another opportunity of witnessing the
marvellous jugglers who performed the
other night at the Belle View Hotel.
Mr Razak has secured the troupe for a
third entertainment, and so that the public
will have a chance of seeing it, as well as
enjoying a delightful tram ride, he has
fixed the time of commencement at 5.30
p.m. There will be no performance to-
night, as previously advertised.

ORUPE.

GIVE Chamberlain's Cough Remedy as
soon as the child becomes hoarse, or
even after the coughy cough appears, and
the attack may be warded off. There is no
better medicine in the market for children
than this remedy. It contains nothing
injurious and as it is pleasant to the taste
they readily take it. For sale by all
chemists and storekeepers.

THE "NEW WEEKLY."

To-morrow's New Weekly opens with a
good-natured caricature of a prominent
citizen, under the title of "Chinese Learn-
ing." The series of Hongkong Types is
added to by excellently drawn sketches
of a baker, a nat-prinder, and a
stavedore. There is life in the pictures,
and they enhance the collection immeasurably. Another sketch is of the
Scoteman who came out to the Hongkong
St. Andrews Ball and left his siller at home
in his brooks, whilst there are several excel-
lent illustrations of humorous character
from different sources. Housewives and
others will find considerable assistance in
the preparation of a menu in the hints by
Little Snowdrop, entitled Model Meals, and
a moral is pointed in the second of Miss
Xiao's Fables. Timely Topics are dis-
cussed in bright and breezy style, and the
discussion at the Whampoa Club on the
delicate subject "Are Hongkong Women
Beautiful?" opens with an argument in the
negative. Veronica is once more to the
fore with an Open Letter to a Wealthy
Bachelor named Dives, and Takai, who
writes such excellent verse, has a con-
tribution on Mrs Mack. Various branches
of sport are fully dealt with by Corculum,
whilst Musicus has something interesting
to say upon the subject that is nearest his
heart. Aliquis keeps up his readable con-
tributions, and Jingo deals with matters
more or less social. The Golden Halo is a
pretty poem translated from the German,
and the Chinese Guard Boat is interest-
ingly dealt with under the title Chips of China.
An article also tells how a cruiser is coiled,
and those who found last week's Acoustic
easy to solve, will have a more difficult task
in finding a solution for the one this week.
In addition to the features mentioned here
are others, and taken all round the paper
will be found up to the standard.

FIGHT WITH OPIUM
SMUGGLERS.

An Exciting Adventure.

The days of smuggling and desperate
doings in local waters are apparently by no
means over, as will be seen from a case
which came before Mr C. D. Melbourne,
at the Magistracy, this morning. In this
four men were charged with having the
large amount of 250 tials of illicit opium
in their possession. The story told in
evidence by Chief Excise Officer Hogarth
was an exciting one.

For the last three years the excise officers
have suspected a certain junk, ostensibly
used for fishing, to be engaged in smuggling
opium into the Colony. They set many
traps for her and the crew but always
without success, the master of the junk
apparently having perfect means of intelli-
gence as to the officials' doings, so the
officers found themselves duped and baffled
at every turn.

Yesterday they had information that she
was going to attempt to run a large
quantity of opium and would come in
through the Capelin Pass. Accordingly
the excise officers proceeded out to the
pass to wait for the junk and search her,
but after several hours weary waiting there
was no sign of her and as the idea was
somewhat rough it was decided that she
must be delayed outside. A launch was
accordingly hired and after a search the
junk was encountered near Deep Bay.
The excise officers launch was at once
steered towards her and the master of
the junk was hailed and commanded to
heave to. His only reply was to hoist the
sail to its full height and continue on
his course. The command was repeated
but the master still disregarded it and
even when the excise officers took out their
revolvers and covering the master and
crew threatened to shoot them if the sail
was not immediately taken down the junk
still kept on her way, the crew working
with grim determination to escape.

Not wishing to fire if it could be avoided
the excise officers' launch was run alongside
the junk and after a great deal of difficulty
managed to make fast to her and the
officers, revolvers in hand, scrambled
aboard. Still the smugglers would not
give in and made ready to fight with poles
coming to close quarters with the master of
the junk and holding his revolver to his
head, the smuggler at last capitulated and
he and his crew were securely handcuffed.
The junk was then searched for opium and
after an hour's work the officials found 350
tials of opium stowed under the cooking
place in the junk and covered in ashes in
such a way as to make its discovery extro-
mely difficult. The master of the junk was
convicted by Mr Melbourne and fined \$100
for allowing his junk to be used for smug-
gling. The head smuggler was fined \$500
and the other two men found not guilty.

The police brought several prosecu-
tions, at the Magistracy, this morning,
against Chinese for having possession of
arms and ammunition without the necessary
permits from the Captain Superintendent
of Police. One man, who had 250 rounds
of ammunition in his possession on the
Canton steamer was fined \$200 and in the
case of two others, the first of whom had a
revolver and 50 cartridges, and the second
100 rounds of ammunition, the revolver
and ammunition were confiscated but no
fine inflicted.

CHANGAR. Widow: "Why so dismal?"
Future Husband: "I am afraid our wed-
ding trip will take all the cash I have
saved up." "A wedding trip only hap-
pens once in two or three years."

A WORD TO TRAVELLERS.

THE excitement incident to travelling and
change of food and water often brings
on cholera and for this reason one should
leave home without a bottle of Chamber-
lain's Colic, Cholera and Diarrhoea Remedy.
Sold by all chemists and storekeepers.

BY TELEGRAPH.

ARCTIC EXPLORATION.

THE PEARY EXPEDITION.

Why it Failed.

(Exclusive Service, supplied by Reuters,
via Bombay.)
London, November 22.

Details of the expedition led by
Lieutenant Peary, of America, to the
Arctic regions, have been made public,
and show that the failure of the ex-
pedition to reach an even higher
latitude than that accomplished, was
due to a storm, which opened a great
lane of water behind them and cut off
the possibility of support from relief
parties.

In consequence of this Lieutenant
Peary made an independent dash, but
when on April 21 he had reached 87
degrees 6 minutes North the provisions
were almost exhausted, and he decided
to return.

Before doing so he planted flags on
a high pinnacle of ice.

JAPAN'S SOUTHERN
SQUADRON.

CHANGES IN COMMAND.

(From Our Correspondent.)
SHANGHAI, November 23.

Rear-Admiral Tamari, formerly At-
taché in London, replaces Rear-Admiral
Takatsuki in command of the
Japanese South China Squadron.

The New Commander visits South
China shortly.

THE MOROCCO QUESTION.

Preparations For Trouble.

London, November 21.
Spain is preparing to land 500 Marines
in Morocco, and it is believed in Madrid
that a demonstration in force, in agree-
ment with France and Great Britain, is
imminent.

RUSSIA AND JAPAN.

London, November 21.
The Russo-Japanese Conference in St.
Petersburg is making progress with the
Commercial Treaty, and articles granting
the most favoured nation's clause and
reciprocity have been agreed upon.

THE "AUSTRALIAN."

Mails and Specie Landed.

London, November 21.
The "mail" and specie of the a.s. "Aus-
tralian" have been landed at Port
Darwin.

[Messrs Gibb, Livingstone and Co. have
received information that Nos. 1 and 2
holds of the "Australian" are flooded, and
that arrangements are being made to save
the cargo.—Ed., C.M.]

VICEROY CHOU'S VIGOROUS
ACTION.

In Want of Information.

Although Chou Fu has only been in
Canton a few days he has begun to make
himself felt, and felt, too, in a way that
will be advantageous to the community at
large, and which will certainly wake up
the sleepy mandarins in the country
districts. He has sent out orders for the
thorough examination, into the details of
the administration of the Province, both
fiscal and military, but especially the latter.
He demands exhaustive reports on the
several matters which he is inquiring into.
He asks for the list of the exact numbers
of the Provincial army. After allowing
for changes which are known to affect
certain numbers he wishes to know that
the men who are supposed to be in the
army are actually there. He asks for the
sums allowed by the Government for the
carrying out of the administration of the
different districts and counties, and wants
to know whether these sums are too little
or too much, and what is the state of the
finances. He asks for the number of
batteries and fortifications in the Province
and the exact number of guns that are
available in each. He wants to know what
are the forces available for the protection
of the province. He demands that he
shall be supplied with the number of guns
and guard-boats that are available for
service either within or without the
river, and asks that he may be informed
whether beyond those destroyed by the
typhoon, the numbers are there or not.
He wants to know how often they are
repaired and by whom, and whether they
are repaired in time to regular rotation. Of
these and other matters connected with
the well being, and the good government
of the Province he demands that correct
lists be prepared and forwarded to him
without delay. Certainly all this is a step
in the right direction, and will stir up
underlings to look to their guns and see
that things are in order.

CHUNG SHUN KOO.

The hearing of Mr Slade's motion to discharge the order allowing Mr Ho Tung to amend his claim in the Chung Shun Koo bankruptcy was continued at the Supreme Court to-day, before His Lordship Sir Francis Pigott.

On the Court opening, the Chief Justice said—Without giving a formal judgment on the figures Mr Slade mentioned last night, unless you can upset them I think that the harm has been done and that I cannot allow Mr Ho Tung to amend his proof. When you argued, on the figures we overlooked the meaning of the words "special resolution." Under sub-section 2 of section 18 a resolution was to be passed by the majority in number and three-fourths of value of all creditors who have proved. We had not got to that meeting by which the resolution was to be confirmed. We were only at the first meeting and under the first sub-section creditors may resolve to "ascertain," a proposition by special resolution. In the report made by the Official Receiver we find that there were alleged to be present a number of creditors whose claims amounted to \$140,000, but that included Ho Lok Kum who represented three people whose claims amounted to \$33,500. As no proxies were produced they were not "present," and the amount represented at that meeting was \$116,500, including Ho Tung's \$19,000, (secured). Therefore, the net value would have been \$97,500, and three-fourths of that is \$73,125. The special resolution therefore was in fact carried at that meeting and the view I take of the authorities is this that although it may be perfectly clear that the Court has a discretion with respect to the law, yet if the harm has been done the proof will not be amended. The harm has been done; the second meeting has not been held.

Sir Henry Berkeley—The resolution was passed but the second meeting has not been held; they have not asked for it. It was on the motion of the petitioning creditor that the man was made bankrupt—Mr Slade—No; it was the Official Receiver.

The record was turned up and read. Mr Wakeman (Official Receiver) made the application for adjudication and the petitioning creditor's solicitor agreed to it.

After further argument the Chief Justice decided the point as above, subject to the bona-fides of the creditor against whom Sir Henry Berkeley was moving, being substantiated.

Sir Henry Berkeley then put his motion before the Court. He moved that the proofs of the debts put in by Chou Hon Ting, (Tak Tai) \$22,657 and \$8,000; Sum Chee Chuen, \$16,000; A. F. de J. Soares, \$950 and Ho Lok Kum, representing Li Shu, Li Lee Cho, and Li Shun Cho, \$33,500, and Chan Chak Sang, be expunged unless the creditors mentioned produced further evidence in support of their proofs. There was something to be regretted for the sake of true justice being done in these motions as a whole that the application which Sir Henry made when he moved in the first instance was not allowed to precede Mr Slade's. Obviously, it was an application which did not suit Mr Slade to consider. It was to be regretted that he (Sir Henry) was not able to impress on His Lordship the absolute necessity of ascertaining whether these people who were supporting the composition were entitled so to do, or were entitled to object to any irregularities which Ho Tung may have been guilty of. However, the motion was not taken first.

He put it as a proposition that it is the clear duty of any trustee in Bankruptcy to examine the claims of those who come forward in the character of creditors. If he does not do that he has not performed his duty and if he has made an investigation and has any reason subsequently to believe that investigation has not been sufficiently searching he has the right to make further investigation. Sir Henry contended that it was the duty of the debtor to assist the trustee in investigating the claims made against the estate; that it was the duty of the creditor to behave in like manner towards the trustee. Both debtor and creditor must keep nothing from the trustee—the debtor was liable to pains and penalties under the act if he conducted himself in a manner which impeded the trustee in the investigation of the affairs of the estate. The creditors are bound to give true and faithful account of their claims when called upon by the trustee. They cannot jump their claims in, snatch approval of their proof, and then come in because the Official Receiver admitted that proof and allowed them to vote, and put that forward as justification for refusing a demand from the trustee for substantiation. It was obvious that it was essential that the trustee should have the power to investigate, otherwise creditor who was not a bona-fide creditor might illicitly get upon the list of admitted creditors and because he was once admitted, either through oversight, carelessness or remissness on the part of the Official Receiver, he could not be called upon to substantiate his claim, no matter how incapable of substantiation it might be. There was no Statute which gave the creditor the right to retain the proofs because he was merely bound to get it admitted by the Official Receiver in the first instance. He submitted the trustee, within a reasonable time after the claim for debt had been presented, might be required to furnish further proof, if necessary.

The Chief Justice—You mean so long as the matter is before the Court.

Sir Henry—Yes, I will go as far as that. The trustee in the present case, he continued, had called upon the persons mentioned to substantiate the proofs they gave to the Official Receiver, and upon which they voted. Some time in September, shortly after the order of adjudication, the Official Receiver handed over the papers to the trustee (Mr Lowe), who went

through them. He was not satisfied with the sort of proof that had been accepted by the Official Receiver; he was aware that a resolution had been come to by a meeting put forward by the debtor; he was aware that certain creditors supported it and that certain did not; he was also aware that the debtor and these creditors were desirous of having a further meeting for the purpose of confirming the resolution. The trustee then conceived—and rightly, too—it to be his duty to enquire into the claims of those supporting the composition and correspondence was entered into.

The correspondence was produced and Sir Henry pointed out the debts claimed by Chan Hon Ting. He claimed \$30,000 as loss on a contract. Cheng Shun Koo agreed to buy a quantity of ground not in March, but when the time for delivery came round did not take the oil. Chan Hon Ting bought it back and resold it, losing \$30,000.

This is one of the debts, said Sir Henry. Looks like a gamble! No wonder they did not want their debt substantiated. The Official Receiver should not have taken it without investigation. It is a debt which requires investigation.

Let us assume that the debts are such as require substantiation; it will save time, said Mr Slade.

Sir Henry—Assume what? I am going to submit it.

Mr Slade—It will save time.

Sir Henry—I will assume nothing, unless you consent to the order for expunging being made.

"Talk sense!" ejaculated Mr Slade.

The Chief Justice—I certainly think the trustee was bound to investigate the debts.

Sir Henry then went on to argue that the Court had power to expunge the proof at any time and quoted authority for his contention.

This was agreed to by Mr Slade, who pointed out that the motion did not ask for that but asked the Court to give the trustee power.

If the motion was not worded as plainly as it might, the Court could easily amend, submitted Sir Henry, and he continued his argument as to the time limit and as to the admission of the proofs by the Official Receiver, contending that the proofs were admitted for voting purposes and substantiation was required.

Mr Slade pointed out that Sir Henry tried to argue that the objections were purely technical and frivolous, raised by a number of recalcitrant creditors. That was not so. The Section 30 in the Ordinance was in the main taken from the second schedule, with certain amendments. The Official Receiver had to reject or admit any proof within 14 days and the trustee, other than the Official Receiver, had to reject or admit any proof within 28 days after receipt of the proof. "After receipt" meant after the proof was lodged in Court.

The Chief Justice—Where the Official Receiver has admitted a proof and passed it on to the trustee the rule does not apply to the trustee?

Mr Slade—Not if the Official Receiver has accepted it! The trustee is the successor of the Official Receiver. At home an Official Receiver had no power to admit a proof until about to declare a dividend and he very rarely admitted a proof, usually leaving it for the trustee. In this case some proofs were lodged with the trustee, and these he has dealt with. Thus here the Official Receiver is expected to admit and substantiate on the power of the Court to expunge, he agreed that the trustee could, according to the English practice, at any time go to the Court and prove a mistake had been made; he would have to prove it, however. The provision in the local Ordinance giving a trustee power to accept or reject proof on or before the day of the trustee, also limited the power of the trustee; and if it were held that the trustee could go to Court and obtain power to call on creditors for further proof it would be investing him with a higher power than he at present had. He had no power to call on creditors for further proof, if the Court held his power of the Official Receiver. It was the duty of the Official Receiver to investigate a proof within 14 days of its reception, or apply for an extension of time; if he did his duty and investigated it within that 14 days, he could not alter that decision without going to Court within one month. All motions to expunge have yet been will as upon direct evidence showing that the claim of the debtor has been wrongly admitted; here there was nothing in the way of evidence. The motion itself was wrong.

The Chief Justice asked Mr Slade what steps he would take to rectify such an error, if the Court held his contention correct. As this was the first case of its kind he would not dismiss the motion.

Mr Slade suggested an adjournment of the motion so that the matter could go before the Court.

My clients say they will not show to Ho Tung, rightly or wrongly I don't know, but—

The Chief Justice—I can see that; and you have closed that with a very ingenious argument as to the contention.

Sir Henry Berkeley argued that the contention put forth by Mr Slade was wrong; more at least than the trustee was to be admitted; could at any time go to the Court to expunge on the ground that the trustee could not get sufficient evidence to substantiate it.

Mr Slade—What is your authority for that?

Sir Henry Berkeley—I don't want authority for every proposition I make. His Lordship can form a conclusion if my contention is sound.

Judgment was reserved.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:

On the 23rd at 11.40 a.m.—The barometer has risen slightly over Japan, and fallen a little elsewhere.

The anticyclonic area remains central over the continent to the North of the Yangtze, and pressure is relatively low over the S. part of the China Sea. It is slightly in defect of the normal over the Philippines, and in excess by from 0.1 to 0.2 inch over China and Japan.

Gradients are moderate and strong monsoon will continue in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

Forecast District.

1.—Hongkong and Neighbourhood: N.E. wind, fresh breeze.

2.—Formosa Channel: N.E. wind, strong.

3.—South coast of China between Hongkong and Amoy: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

THE SOUTH AFRICAN RUGBY TEAM.

FORM AND FACTS.

(BY E. H. D. SWEET FOR THE "CHINA MAIL.")

LONDON, Oct. 31.

In more ways than one the visit of the first team of players representing Rugby football in South Africa has been badly timed. In the first place it comes too soon after that of the New Zealanders and secondly that fact means that not only must the team be compared to its predecessors but that it loses something in the matter of novelty. That is, we may not, as the South Africans so soon succeed the New Zealanders, sufficiently appreciate them, the last named having so outshone us with good things as to blind us to the merits of a combination of really good players.

I have been asked to compare the two teams in this paper and to endeavour to give to my distant readers some sort of hint as to the chances of the present team in the International matches in which they will be engaged, when these lines are published. As for my qualifications for the task I may mention that I saw more of the New Zealanders' games than any other writer on the game and am the only writer who went with them to Edinburgh, Glasgow, Dublin and Limerick. I have seen every one of the South African matches to date (I write this the day after the match at Taunton) and shall probably see every match of the tour.

Speaking generally then on the two sides, as a whole the present team is not so good as the New Zealanders. But as I have always held the success of the last named to have been very largely due to their splendid formation and to the admirable manner in which each man in the team had studied the requirements of that formation and the tactics in attack involved therein, I dare say that after all there is not much in it as between the two. With equal study and practice in the New Zealand formation I believe the South African team would have been quite as formidable. I don't know if racial characteristics has much to do with it, but one has always regarded a Dutchman as clumsy. The Boer is not so very far removed from the Dutch and, as he is, the South African team, containing as it does several Boers, is not good at handling. As a team it misses an abnormal number of passes.

Here we have the clumsiness I refer to. And in this respect so great is the superiority of the New Zealanders that comparison between the two is not possible.

The New Zealand game had unorthodoxy for its keynote. They never fell on the ball to stop a forward rush—they handled and passed to a comrade lying handy. They passed in their own twenty-five and on their own goal line without hesitation, so sure were they of each other's good catching and fielding. They initiated attack at all sorts of times and places, especially when cornered, and never hesitated to attack from the drop-out or from the kick-off, scorning the touch-line and flouting at all the old conventionalities about finding, touching, falling on the ball, etc., etc.

Their formation, which mystified our backs to begin with, aided and abetted their unorthodoxy, and so with the aid of supreme physical fitness and individual ability they won wherever they went until stalesness and an incompetent referee proved their master in Wales. That was the New Zealand game.

Now for the South Africans—the Sprinklers or the Capers as they are known. To begin with their right forwards pack 3, 3, 2, while the seven New Zealanders went in 2, 3, 2 and our eight men pack 3, 2, 3. There is a volume of irrefutable argument in favour of the New Zealand 2, 3, 2 over all the other shapes but I have not space or occasion to go into that and would refer the curious to Gallaher and Stead's "The Complete Footballer" (Methuen and Co.). Then the team arrange their backs as we do in four three-quarter shape, and not according to the New Zealand style of a wing forward, a half, two five-eighths and three three-quarters. Thus the South Africans are playing us, and betting us, at our own game. We have no formation or trickery excuse to fall back upon as many, to their everlasting shame be it said, did last year.

Their attacks and defence run on the same lines as ours, so our men know what to expect. We have not yet quite got to the bottom of their 3, 3, 2 pack, but it is a formation third to the New Zealanders' and to ours in the matter of handling speed.

In wheeling we are still uncertain. I rather incline to the notion that when their best pack is in the field they are on their feet they wheel much better than we do. In any case they appear to break up more quickly and certainly have the Colonial knack of self-resource and readiness on all occasions, to a very marked degree.

On the whole up to October 19th, at Taunton they have not had the advantage in scrum work with the packs of the East Midlands, Midlands, Kent, Durham, (ex-champion county) Northumberland, Yorks, Shires, Devon (Champion County) 1905-6 and Somerset.

In the matter of line-out and touch generally they have always held the whip hand until at Taunton, when

under-estimating their opponent, who they knew would not be at full strength, they were inferior in the line-out and were beaten frequently in the scrum. It is only fair to say that they played one short for sixty-five of the seventy minutes and they apparently played well, but they all know all about it. In addition to this they had nothing like their best team out, for or aft. In the previous match v. Devon they had their best pack and on a very soft ground to which they are not accustomed they played a very ding-dong game forward and were only just better than our best county pack.

Coming to the half-back position which was feared at the outset would be the weak point in their armour, they have not been mastered there but have yet to meet an "International pair." On the third line they play well, and abundantly really, but they are all of them, with one exception, speedy and good in defence without. They play a bang-bang, straightforward game in which short, snappy passing and pace are the main characteristics. There are few if any scientific dodges by their three-quarters, but they all know all about it. In this one respect their centres are exceedingly quiet. At full back they have just lost one—pauk with a right back, but a formidable one, the two who came over for that post is probably the better of the two. He is certainly the more vigorous and powerful player of the two.

As to the chances of the team in the four International matches of November (last Glasgow, November 25 at Balaclava, December 1 at Swansea and December 8 at the Crystal Palace) it is now time for me to ride for a considerable fall. On first thoughts I say they will beat England and Scotland but will be beaten by Wales and Ireland. I have my reasons as follows. England's forwards are on the whole better than the South Africans. Indeed they are probably not so good, especially out of touch. At half back England has a little difference good, but loses it all again at three-quarter back, just the position in which the Colonial team, by its two pace, quickness in "polling" work, and good defence, assume the whip hand. At full back England has nobody as good as their best. Granting that they escape accident in Scotland, Ireland, and Wales, which is not very likely, they should win by a fair but not big margin at the Crystal Palace.

Last season the Scottish three-quarters were at five and seven, and as L. E. Macleod, the best defensive player they have in the States and in any case would not play on Scottish soil, so hepped was at the unfair official meeting out to him by some of the Scottish Committee. His back's forwards are on the third line may lose defence. I will not say that they are not good, but they are not so good as the Scottish side this will probably be due to a bad start by the Africans who have three times in eight games opened very weakly.

In Ireland a week later the Irish forwards, an exceptional good lot on wet or green ground, are likely to sweep the African half-backs and to tax the defence behind them too severely. Then the Irish three are good sturdy runners who are useful against an orthodox attack and they have a very good full-back in Henry Berry or Landers. The three-quarters will be a good lot, but they are not so good as the Irish. The Irish team is the best in the world now, with them and his tackling is also as vigorous as it is above reproach. The Irish team is the best in the world now, with them and his tackling is also as vigorous as it is above reproach. The Irish team is the best in the world now, with them and his tackling is also as vigorous as it is above reproach.

At Swansea, I do not see how Wales can lose it. If they do, it will be due to the ability of the Welshmen to take every opportunity must stand in great stead against a team which falls in this very particular. Wales lacks nothing on the third line or at half or full back and the forwards are good. Probably the Glamorgan pack, which was as Cardiff will have brought the Africans' numbers down as the Welshmen are putting an almost Welsh team in the field, and that being one of their own fields where they are fifty per cent better than on foreign soil, the South Africans' first defeat is not very far off.

Coming to the personnel of the team A. R. Burmeister, 6ft. 11in., 13st. 6lb., is the full back who has just fractured a rib. He is a safe touch-sunder and a good field. He has not much tackling to do.

A. R. Burmeister, 6ft. 11in., 13st. 6lb., is the full back who has just fractured a rib. He is a safe touch-sunder and a good field. He has not much tackling to do.

The wing three three-quarters are J. Louber, 6ft. 6in., 11st. 10lb., fast and tricky; A. Stegmann, 6ft. 11in., 12st. 7lb., a web neck, runs as a centre; and J. W. B. Bolton and W. E. Macleod, 5ft. 10in., 12st. 7lb., good swiftness, too slow; and A. Morkel, 6ft. 10in., 12st. 8lb., who, owing to accident, has not yet played.

The centres are—J. D. Kridger, 6st. 8lb., 10st. 10lb., the best at an African football has ever produced, now just past his prime, but a rare good one, fast and sound, full of dash and never neglects his wings; J. G. Hinch, 6ft. 11in., 13st., a clever player, fine pace and defence, good kick, nearly got his blue at Cambridge the season ago, and only 23; and when to go on. D. O. Jackson, 6ft. 11in., 11st. 10lb., a very tricky player, good defence, and good dodge off left foot, treats his wings well; S. O. de Melker, 6ft. 7in., 10st. 10lb., rather too small for "International" matches, grand "poller," plucky tackle.

Half-backs: H. W. Oostin (vice-captain) 6ft. 10in., 11st. 10lb., good individual player, fast, fine kick, place drop or punt, always on the ball; F. Dobbin, 5ft. 6in., 11st. 3lb., one of the best half-backs in the world, very clever, plucky, steady sound. A good judge of when to pass and when to go on. D. O. Jackson, 6ft. 11in., 11st. 10lb., youngest player in the team and a very promising one. D. Mare, 5ft. 6in., 11st., the heaviest and toughest half playing. Physical prize winner in South Africa. More of a forward than a half, but for build and power grand.

Forwards: R. Koo (captain) 6ft. 11in., 12st. 2lb.; D. Brink, 6ft. 2in., 12st. 3lb.; J. W. E. Raaf, 6ft. 5in., 12st. 3lb.; D. F. T. Morkel, 6ft. 14st., 14st. 7lb.; S. Morkel, 6ft. 11in., 12st. 7lb.; G. H. Reid, 6ft. 10in., 12st. 6lb.; A. E. G. Reid, 6ft. 10in., 12st. 6lb.; W. A. D. Reid, 6ft. 11in., 12st. 6lb.; D. Brooks, 6ft. 11st. 12st.; A. Nell, 6ft. 9in., 12st. 7lb.; H. S. Daniel, 6ft. 11st.; W. O. Marshall, 6ft. 9in., 12st.; W. A.

Miller, 5ft. 11in., 14st. 4lb. and A. F. Burdett 6ft. 11in., 13st. 10lb. A glance at the heights shows the chance of these men out of touch. The best eight are probably Roos, Brink, Raaf, and the two Morkels, Burger, Marthez, and Reid or le Roux. Brink, Raaf and D. F. T. Morkel are magnificent players. Marthez and le Roux are very fast. D. F. T. Morkel is probably the best place kick in the world for long kicks. In the Kent match he hit the left post well above the bar with a heavy ball against a slight breeze from a penalty kick taken less than a yard the Kent side of the half way line at Blackheath, and at Davenport kicked four goals in four attempts, at all sorts of distances and angles. His first kick in a match was a yard from touch in the East Midlands match and the ball went over the bar exactly half way, and near the top of a very tall goal post. With Brink, Raaf and Reid out of touch he and his brother are great players.

My story for this article is ended, and I wonder as I write (October 21) how near my prophecy for the International will go. You shall hear all about these four games in my next which will be posted about December 1.

[Mr Swail has failed in his prognostications with regard to both the Glamorgan and Scottish matches. On the former the South Africans were victorious by six points to three, while in the latter match they sustained their first defeat. Scotland win by six points to nil.—Ed., C.M.]

IN A TYPHOON.

Experiences of the "Prinz Sigismund."

The steamer "Prinz Sigismund," of the fleet of the Nord-Deutscher Lloyd, which returned to Sydney yesterday from the Far East, via the islands of the German Archipelago, says the Sydney Morning Herald of October 22, had a sensational experience in one of the disastrous typhoons which recently passed over Hongkong. When the vessel sailed from Hongkong on September 27 the approach of heavy weather was indicated by the state of the barometer; but the ship's company was not prepared for the terrific tempest which had to be faced. Early on the morning of September 28, when the "Prinz Sigismund" was in the vicinity of the Pratas Islands, boisterous conditions commenced, and by 4 o'clock that afternoon the seas were running mountain high. The wind rapidly increased in velocity, and great seas broke right over the vessel at frequent intervals.

The steamer was practically unmanageable at 8 o'clock that night, and for 33 hours fruitless endeavours were made to turn the vessel's head to sea. The vessel, however, refused to answer her helm. A whirlwind of exceptional violence followed, and a peculiar haze formed over the ocean, eventually enveloping the steamer in total darkness. So serious did the conditions become that the commander ordered that all the passengers should remain below. The "Prinz Sigismund" was broadside on to the sea, and the wind gained such force that everything of a portable character was carried overboard from the decks. To make matters worse, the ice-cream, in the 'tween decks, weighing upwards of a ton, broke away from its position, and with the rolling and pitching of the vessel, wrought considerable damage below. For 40 hours the officers and crew were unable to spare time to attend to the chest, which was dashed from side to side, smashing the saloon cabins, and breaking the companion masts at the entrance to the saloon. The partition in the alleyway was reduced to fragments, and the planking in the 'tween decks was badly cut into by the revolving ice-chest.

The Malay and Chinese portion of the crew became so alarmed at the helpless condition of the ship that they called upon their gods to deliver them. The Chinese interceded with their joss, and ignited numerous Chinese candles to drive away the evil spirits, whom they blamed for the visitation. Fearing that the men would become frantic, the officers ordered them to cease praying and attend to their duties on the ship. Under fear of punishment the Chinese and Malays obeyed their officers, and in this way a panic was averted. On September 29 the conditions moderated, and by observations it was ascertained that the "Prinz Sigismund" had been between two distinct typhoons, the centre of the second disturbance being but 10 miles distant.

An examination of the vessel when better weather set disclosed the fact that great iron deck chains had been blown overboard from the promenade deck on the starboard side, that the panels of the smoking-room had been reduced to matchwood, and that parts of the mulling along the promenade deck had been carried away. The officers estimate that during the height of the storm the wind attained a velocity of from 80 to 100 miles an hour. For 40 hours the gully was unapproachable, and all hands—passengers and crew—subsisted on eggs. Some conception of the terrific force of the wind may be formed from the fact that men had to be held off to hold the cook while he was engaged at the stove in cooking eggs for the different meals.

The commander remained on the bridge for 40 hours, and all the officers and crew were continuously on duty during the whole of that time. Fortunately the ship on board was hurt, and the damage done did not in any way affect the seaworthiness of the "Prinz Sigismund." The remainder of the voyage was without incident.

FROM THE ANTILLES.

CHAMBERLAIN'S COUGH REMEDY BENEFITS A CITY COUNCILMAN. AT KINGSTON, JAMAICA.

MR W. O'Reilly, City Councilman, is a member of the City Council at Kingston, Jamaica; West Indies, writes as follows: "One bottle of Chamberlain's Cough Remedy had good effect on a cough that was giving me trouble and I think I should have been more quickly relieved if I had continued the remedy. That it was beneficial and quick in relieving me there is no doubt and it is my intention to obtain another bottle." For sale by all chemists and druggists.

FLOWER SHOW AT AMOY.

(From a Correspondent.)

AMOI, November 21.

The Amoy Horticultural Society held its autumn flower show to-day on the Orjoket Ground, Kulangsu. The weather was all that could be desired, and the flowers made a brilliant display. Of course at this season chrysanthemums, which are very fine, were the chief exhibits. In addition there were many plants now to South China, chief of which were the cactus dahlias, which were in splendid bloom and almost eclipsed the chrysanthemums. This plant deserves to be better known as it requires no skill in cultivation, blooms twice a year and when once the bulbs are provided one need never be without them as they last for years and increase by dividing or by cutting.

The amaranthus were very fine, also colonies of which there were many new and novel varieties. The cut flowers were a great feature of the show, but there were no table decorations, which, after all, are one of the chief uses to which flowers may be put, and appeals to everyone. It is to be hoped that the next time the Amoy Horticultural Society have a show the ladies at Amoy will be given an opportunity of showing their skill in a direction that is much appreciated, but often left to the tender mercies of the house boy or the gardener.

Mr P. B. Marshall and Mrs H. W. Wallace were the judges, and Mr J. F. Arthur hon. secretary and treasurer. Great credit is due to Mr W. H. Wallace, who is perhaps one of the most enterprising amateur gardeners in South China. He is constantly experimenting with new and rare plants and proving that they can be grown in these latitudes.

The following is the prize list:—

CHRYSAANTHEMUMS.

1 Specimen White, A. F. Gardiner 1; W. H. Wallace 2.

1 Specimen Yellow, W. Kruse 1; W. Wallace 2.

1 Specimen, Any other colour (not white or yellow) W. H. Wallace 1; W. Kruse 2.

Collection of 3 Varieties Distinct, W. Kruse 1; W. H. Wallace 2.

Collection of 6 Varieties Distinct, W. Kruse 1 and 2.

Collection of 10 Varieties Distinct, W. Kruse 1; A. F. Gardiner 2.

Amaranthus, (Celosia plumosa) 3 Varieties Distinct, W. H. Wallace 1; A. F. Gardiner 2.

Amaranthus (Celosia plumosa), Collection Distinct W. H. Wallace 1; W. Kruse 2.

Celosia, Collection distinct, W. H. Wallace 1 and 2.

Celosia, 1 Specimen, W. Wallace 1 and 2.

Crotons, 1 Specimen, W. H. Wallace 1; and 2.

CACTUS DAHLIAS.

1 Specimen White, W. H. Wallace 1 and 2.

1 Specimen Yellow, W. H. Wallace 1 and 2.

1 Specimen Red, W. H. Wallace 1; E. F. Gardiner 2.

1 Specimen, Any other colour (not red, white or yellow) W. H. Wallace 1; W. Kruse 2.

Collection of 3 Varieties Distinct W. H. Wallace 1; W. Kruse 2.

Collection of 6 Varieties Distinct W. H. Wallace 1 and 2.

Collection of Cactus, A. F. Gardiner 1; W. H. Wallace 2.

CUT FLOWERS.

Collection of Dahlias not less than 10 distinct, W. H. Wallace 1 and 2.

Collection of Chrysanthemums not less than 10 distinct, A. F. Gardiner 1; W. Kruse 2.

Collection of Roses, W. H. Wallace 1; C. A. V. Bown 2.

Collection of flowers not otherwise exhibited as cut flowers, W. H. Wallace 1; and highly commended.

LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, bind on a piece of flannel slightly dampened with Eain Balm and quick relief is almost sure to follow. For sale by all chemists and druggists.

CHAMBERLAIN'S PAIN BALM.

SWATOW-CHOW-CHOW-FU RAILWAY.

To Be Opened on Sunday.

On Sunday the recently completed railway from Swatow to Chow-chow-fu will be formally opened to traffic. The line is one 28 miles in length and running due north from Swatow through beautiful scenery.

Chow-chow-fu is in addition to being a trading centre of great importance, an extremely picturesque place, with numerous pagodas. It also has a classical reputation, having been the birth place of several men who have distinguished themselves in China in the past. This in the centre of a rich and fertile plain, with rivers running from north and west, affording navigation for Chinese craft into the interior. There is also connection with Swatow by water, but this river has been blocked during late years and rendered difficult of passage. Consequently the new line is likely to have great patronage.

Shipping.

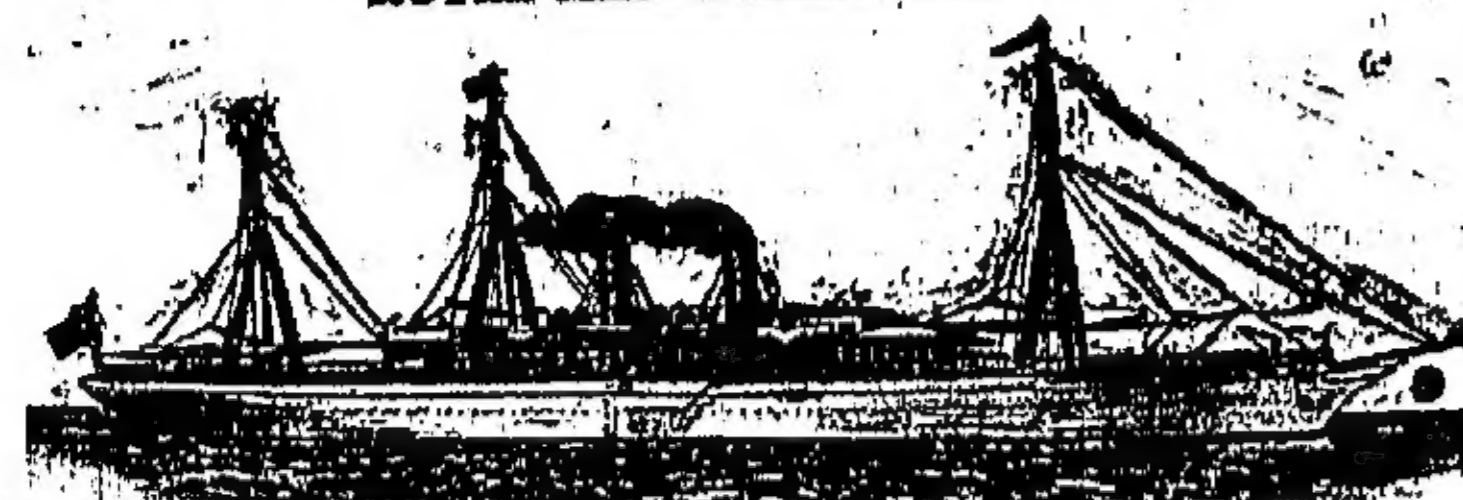
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI & JAPAN	NAMUR	About 28th	Freight and Passengers
SHANGHAI	DELHI	About 30th	Freight and Passengers
LONDON, via USUAL PORTS	MAITA	Nov. 1st	See Special Advertisement
LONDON and ANTWERP, via MARSEILLES	SUMATRA	About 5th	Freight and Passengers

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule of 11 Days across the Pacific in the 'EMPERESS LINE'. Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S.	Leave Hongkong. Arrive Vancouver.
ATHENIAN	8882 Tons. Wednesday, Nov. 28. Dec. 22.
EMPERESS OF JAPAN	6000 Tons. Thursday, Dec. 1. Jan. 1.
TARTAR	4428 Tons. Wednesday, Jan. 3. Feb. 2.
EMPERESS OF CHINA	6000 Tons. Thursday, Jan. 12. Feb. 11.
EMPERESS OF INDIA	6000 Tons. Wednesday, Jan. 23. Feb. 16.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamship, and 29 1/2 days from Hongkong. The through transit to Liverpool being 2 1/2 days from ships, 14,500 tons register. The through transit to Liverpool being 2 1/2 days from ships, 14,500 tons register. The through transit to Liverpool being 2 1/2 days from ships, 14,500 tons register.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TAMBA MARU, Capt. Butler, Tons 6134	WEDNESDAY, 28th Nov., at Daylight.
	INABA MARU, Capt. W. Bainbridge, Tons 6200	WEDNESDAY, 12th Dec., at Daylight.
	KAMAKURA MARU, Capt. H. Fraser, Tons 6200	WEDNESDAY, 26th Dec., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, KOBE & YOKOHAMA.	TOGA MARU, Capt. K. Kato, Tons 6223	TUESDAY, 27th Nov., at 4 p.m.
	SHINANO MARU, Capt. K. Kawa, Tons 6400	TUESDAY, 11th Dec., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. E. W. Haswell, Tons 5539	FRIDAY, 30th Nov., at Noon.
	KUMANO MARU, Capt. Hunter, Tons 5078	FRIDAY, 28th Dec., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	COLOMBO MARU, Capt. Nagao, Tons 4750	TUESDAY, 18th Dec., at Noon.
SWATOW AND BANGKOK.	PROMETHEUS, Capt. Korneliusson	FRIDAY, 23rd Nov., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

34,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE—U.S.A.

Sailing Dates Subject to Change.

MINNESOTA	Captain C. F. Austin	On THURSDAY, 29th Nov., at Noon.
DAKOTA	Captain E. FRANK	On MONDAY, 7th JANUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms (all outside rooms), Music room, Library, Smoking room, Laundry, Telephone, etc.

Trans-Pacific Cable passengers may travel by rail if desired between ports at Yokohama, Kobe and Nagasaki without extra charge.

Free transportation of baggage and passengers' baggage is included in the fare between Japan, China and Hong Kong.

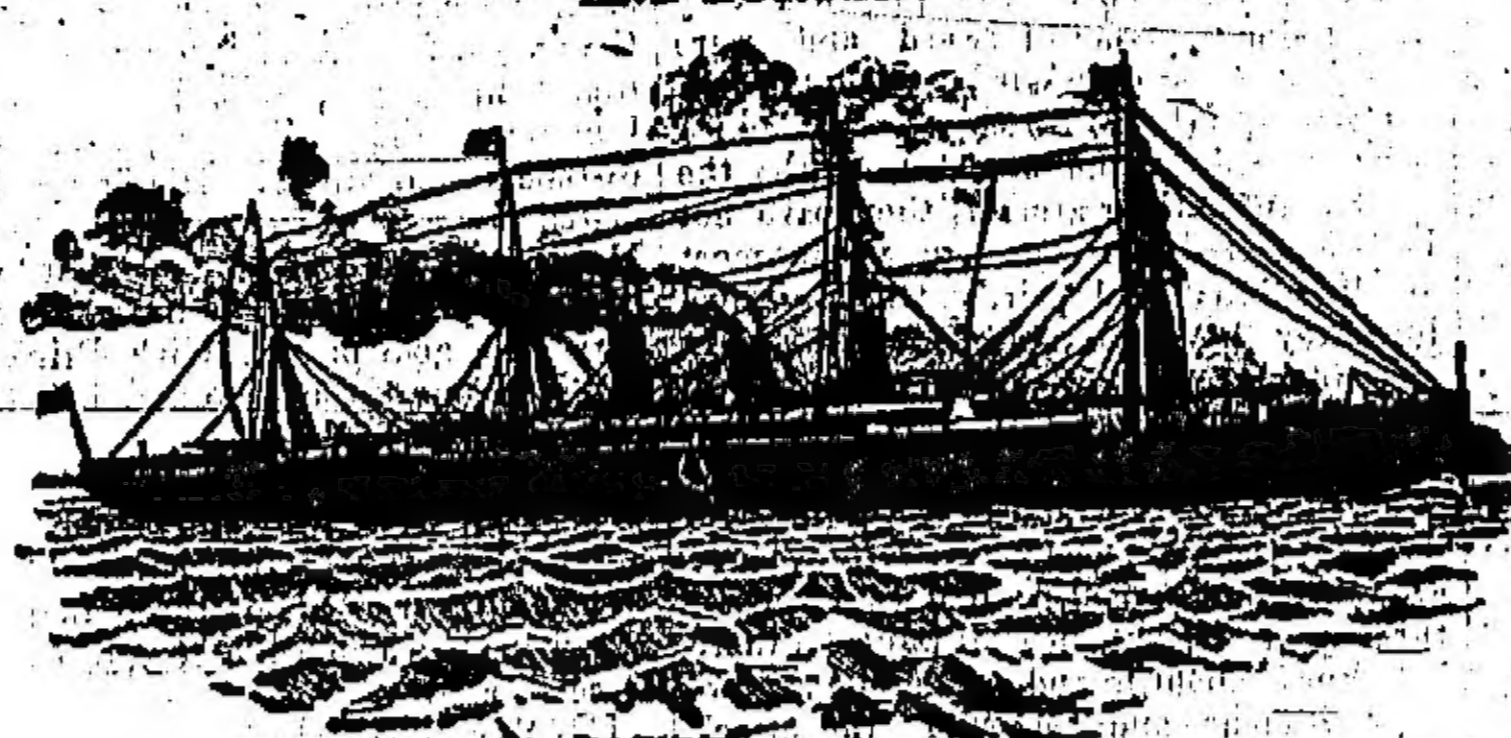
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)		
DORIC	8,500 Gross Tons.	FRIDAY, 30th Nov., at Noon.
OPTIC	9,000	" SATURDAY, 8th Dec., at Noon.
* HONGKONG MARU	11,000	" TUESDAY, 18th Dec., at Noon.
* KOREA	12,000	" FRIDAY, 28th Dec., at Noon.
* AMERICA MARU	11,000	" TUESDAY, 8th Jan., at Noon, 1907.
* SIBERIA	13,000	" TUESDAY, 15th Jan., at Noon.
CHINA	13,000	" TUESDAY, 22nd Jan., at Noon.
* MONTECALA	27,000	" TUESDAY, 29th Jan., at Noon.
* NIPPON MARU	11,000	" TUESDAY, 5th Feb., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 18th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 18 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1906; 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 30th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, in Atlantic and Inland Office of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOU, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO. OPERATING WITH THE CAPTAIN. TO SAIL ON.

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL ON.
NIOMEDIA	4,370	G. MANNER	Dec. 4, at Noon.
ARAGONIA	5,198	ELMER	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	Yokohama	24th November.
SHANGHAI	Kiukiang	29th November.
MANILA	Yokohama	27th November.
SHANGHAI	Kiukiang	27th November.
SHANGHAI	Yokohama	27th November.
MANILA, ZAMBOANGA, CEBU, COTABATO, CAGAYAN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	Yokohama	18th December.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand, and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAVIRO	2540	R. Rodger	Manila Direct	Saturday, Nov. 24, at Noon.
ROBI	2540	R. Aldred	Manila Direct	Saturday, Dec. 1, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

TO SAIL:
S.S. BRAEMAR, 22nd November, at 4 p.m., 1906.

For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD-BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
STEAMERS.		SAILING DATES, 1906.	
BUELOW	...	WEDNESDAY,	5th Dec.
PRINZ REGENT LUITPOLD	...	WEDNESDAY,	19th Dec.
1907.			
PRINZ EITEL FRIEDRICH	...	WEDNESDAY,	2nd Jan.
SEYDLITZ	...	WEDNESDAY,	16th Jan.
PRINZ HEINRICH	...	WEDNESDAY,	30th Jan.
GREISERNAU	...	WEDNESDAY,	13th Feb.
PRINZ ALICE	...	WEDNESDAY,	27th Feb.
PRINZESS ALICE	...	WEDNESDAY,	13th Mar.
PRINZ LUDWIG	...	WEDNESDAY,	27th Mar.
ZIETEN	...	WEDNESDAY,	10th April.
PRINZESS ALICE	...	WEDNESDAY,	24th April.

ON WEDNESDAY, the 5th day of November, 1906, at Noon, the Steamship BUELOW, Captain Forster, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa. Shipping Orders will be granted till Noon, on Monday, the 3rd December, and Specials will be received at the Agency's Office until Noon, on Tuesday, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	\$81.0.0	\$42.0.0	\$22.0.0
Return	\$81.0.0	\$42.0.0	\$22.0.0
To Southampton, London, Bremen and Hamburg	\$85.0.0	\$44.0.0	\$24.0.0
Return	\$85.0.0	\$44.0.0	\$24.0.0
To New York, via Suez, via Naples, Genoa or Gibraltar	\$84.0.0	\$44.0.0	\$24.0.0
Return	\$115.0.0	\$58.0.0	\$30.0.0
Return	\$88.0.0	\$45.0.0	\$27.0.0
Return	\$125.0.0	\$53.0.0	\$28.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ SIGISMUND	3302 tons. TUESDAY, 11th Dec., 1906.
SANDAKAN	1793 tons. TUESDAY, 4th Jan., 1907.
MANILA	1793 tons. TUESDAY, 1st Feb., 1907.

ON TUESDAY, the 11th day of December, at Noon, the STEAMSHIP PRINZ SIGISMUND, Captain Lenz, with Males, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
TO MANILA	\$50.0.0	\$20.0.0	\$10.0.0
TO NEW GUINEA	\$28.0.0	\$12.0.0	\$6.0.0
TO BRISBANE	\$28.0.0	\$12.0.0	\$6.0.0
TO SYDNEY	\$28.0.0	\$12.0.0	\$6.0.0
TO MELBOURNE	\$28.0.0	\$12.0.0	\$6.0.0
TO YOKOHAMA	\$30.0.0	\$12.0.0	\$6.0.0
TO KOREA	\$30.0.0	\$12.0.0	\$6.0.0
TO YOKOHAMA & back from KOREA to HONGKONG	\$140.0.0	\$100.0.0	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG
To Europe via Australia and Colombo by Imperial Mail Steamer ... \$97.0.0
To Europe via Australia and America ... \$8.0.0
(From Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent (Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KORE & NAGASAKI	PRINZ SIGISMUND	SATURDAY, Nov. 24, 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, Dec. 5.
Do	PRINZ ALICE	WEDNESDAY, Dec. 19.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., Q. & O. S. S. Co., T. K. K. Co. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued in the following rates:

TO	1st CLASS
to London via Plymouth or Southampton	\$62.0.0
to Bremen	\$63.10.0
to Paris via Cherbourg	\$65.0.0
to Naples, Genoa, via Gibraltar	\$65.0.0

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

For further Particulars, apply to
Norddeutscher Lloyd.
MELOCHERS & CO., Agents.

FOR NEW YORK, via PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

TO SAIL:
S.S. BRAEMAR, 22nd November, at 4 p.m., 1906.

For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.
THE Company's Steamship HAIJING, Captain A. R. Hooper, will be despatched for the above Ports on SATURDAY, the 24th November, at 3 p.m.
For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.
Hongkong, November 21, 1906. 2239

SHIRE LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship FLINTSHIRE will be despatched for the above ports on or about SATURDAY, the 24th inst. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, November 20, 1906. 2227

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.
THE Steamship DAKOTA, will be despatched for the above ports on or about MONDAY, 26th November, 1906.
For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, November 20, 1906. 2258

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship POLYNESIE, Captain Baco, will be despatched for the above ports on or about MONDAY, the 26th November.
G. DE CHAMPEAUX, Agent.
Hongkong, November 20, 1906. 2229

MESSAGERIES MARITIMES.

FRANCE MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEL, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, BREDA, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship TONKIN.

Captain CHARNOY, will be despatched for MARSEILLES on TUESDAY the 27th November, 1906, at 1 p.m.
Passenger Tickets and through Bills of Lading issued for above ports, and for Australia, with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.
Next Sailings will be as follows:—
S.S. KANGAROO, Dec. 11, 1906.
S.S. POLYNESIE, Dec. 25, 1906.
S.S. CALDONIA, Jan. 8, 1907.
S.S. SALAZAR, Jan. 22, 1907.
S.S. CORMORANT, Feb. 5, 1907.
G. DE CHAMPEAUX, Agent.
Hongkong, November 13, 1906. 2198

'BEN' LINE OF STEAMERS.

FOR LONDON.
THE Steamship BENMOHR, Captain Wessing, will be despatched as above on or about FRIDAY, the 30th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, November 12, 1906. 2124

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain McArthur, will be despatched as above on SATURDAY, the 1st December, at 10 a.m.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamer of the Company has electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, October 30, 1906. 2163

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.
THE Steamship KASATO MARU, Tons 6000, Captain W. C. T. S. FILLIS, will be despatched for South American Ports, via Japan Ports, about Monday or Wednesday, 27th or 29th inst. Taking Freight and Passengers to other Western Coast Ports of South America. The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
For further information, apply to K. MATSUDA, Manager, Yokohama Building, Hongkong, October 10, 1906.

